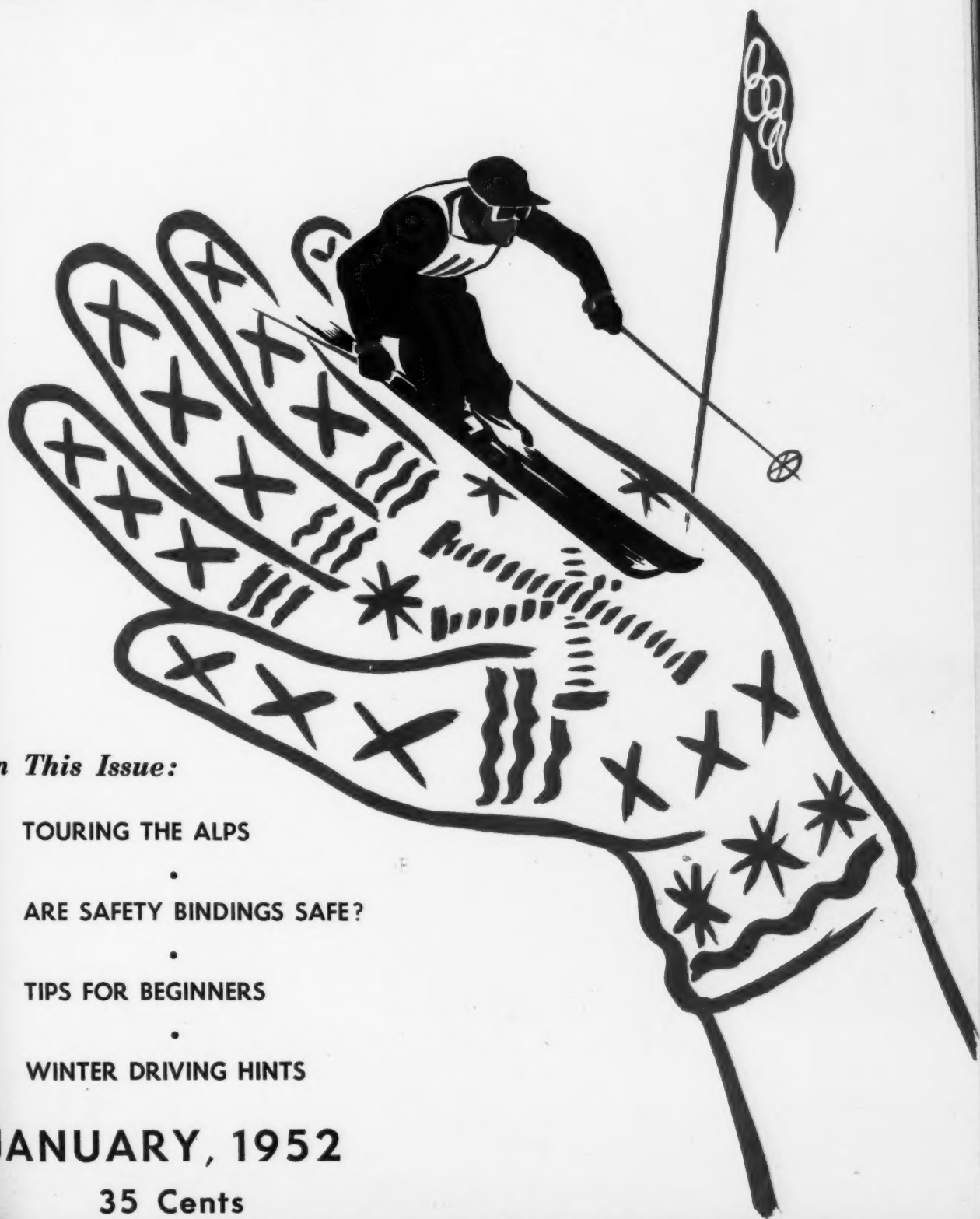


SKI



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WINTER DRIVING HINTS

JANUARY, 1952

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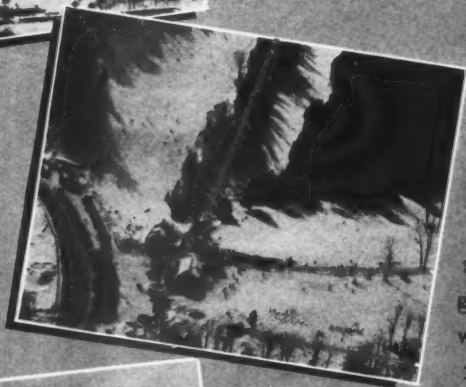
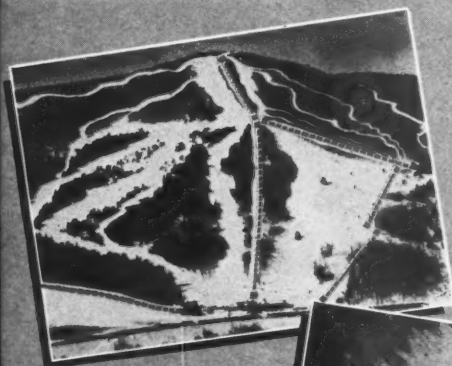
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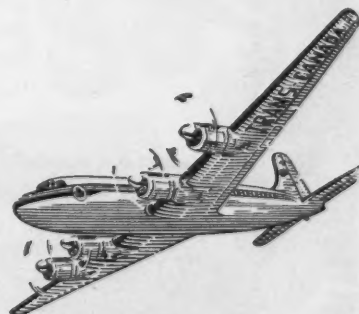
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SKI MAGAZINE, JANUARY 1952

A Rising Star:

Tommy Corcoran

by BRAD EDGERTON



THE sudden blossoming of Tommy Corcoran as a first class racer is what journalists love to refer to as a "meteoric rise." Tommy's skiing career began early, in the Laurentian town of St. Jovite and on the Kandahar and Taschereau trails on Mont Tremblant, but in the last year, during which he attended Dartmouth College and trained under Walter Prager, he has risen from an unclassified skier to a Class A racer. At the Hochgebirge race in Franconia, New Hampshire, he was beaten last year by three members of the Austrian F.I.S. squad and only one American, Brooks Dodge of the U. S. team. Then during a torrid week in March, when Suicide Six at Woodstock, Vermont, was in perfect condition, Tommy began to smash records that had stood since 1943. And finally, going to Chile this summer, Tommy skied with Emile Allais and wound up with first place in the Chilean National Open Giant Slalom, in the National Open Slalom, and with second place in the National Open Downhill, thereby taking first place in the Combined of the Andes, which is symbolic of the Chilean National Championship. Remembering that Tommy was unclassified a year ago and that he came down with jaundice while racing in South America, one must agree that in his case the journalistic term is justified: his is indeed a meteoric rise.

The downhill run at Portillo, Chile.



SKI MAGAZINE, JANUARY 1952

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LETTERS

Our Hungry Readers

Sirs:

I noticed in the latest issue of your magazine that my husband's subscription expires in January, so am enclosing a check for \$3.00 to cover a two year renewal. Do you have any kind of gift certificate or something to give as a present to show I've done so?

Thank you very much.

BARBARA MULHERN

Glen Ridge, New Jersey

P.S. The Magazine is wonderful—we both devour every issue.

Well, Mrs. Mulhern, we ordinarily send a card to announce a gift subscription, but in your case wouldn't you rather have a bottle of Worcestershire sauce?

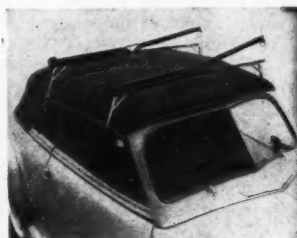
Professor Stevens of Harvard

Sirs:

While flipping through an old pile of *Ski Magazines* dating back to 1948, I came across an article in the issue of February, 1951, written by Professor S. S. Stevens of Harvard, entitled *A New Twist on Turning*. I followed his advice (to warp the tips of the skis so that each ski "toes in" and makes turning easier. Ed.) and never had better results in skiing than I have had this year. Three weeks ago I went up to St. Sauveur with

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Letters (continued)

the idea of practicing my left turn in parallel, it being much the worst. To my surprise, I had no trouble with it at all, many thanks to Professor Stevens. Congratulations, Professor, from a very grateful skier!

While I am in a congratulating mood, I would like to say thanks to John Jay for coming to Montreal and showing his wonderful movies. The movies and his ad-lib comment made it a night I shall never forget.

Keep up the good work!

ROBERT S. WANRY

Montreal, Canada

Well, son, them perfessers is a mighty smart bunch. Don't do no harm to listen to 'em now and agin, no sirree.

Talk About Influence!

Sirs:

I like *Ski Magazine* so much that I want to receive it for the rest of my life. So whenever my subscription runs out just let me know. But keep sending me the magazine; I don't want to miss even one issue. I don't know when my subscription runs out so I am sending \$2.00 to extend it another year. Whatever influence you have over the weather, please exert it. Order PLENTY OF SNOW (not rain) for this section of the country to begin the first of December and last until the middle of April. Thank you.

EUGENE LEBRUN

Enfield, New Hampshire

Mr. Lebrun, we love you; you won't miss an issue. As for the snow, you remember the storm of November 25? Well, who was behind it? *Ski Magazine*! You remember the cold weather following it? Who was behind it? *Ski Magazine*! Talk about influence!

Automobile Essentials

Sirs:

... Here is a list of essentials I always carry in my car for emergencies. These will be invaluable to newcomers to the sport.

First Aid Kit

Tire Chains

Tire Chain Adjusters

Small Spool of Wire

Wire Cutter Pliers

Flashlight

Three or four Common-Size Wrenches

Signal Flares

Wheel Block

Bumper Jack

All these items are very inexpensive, and they have been used many times.

A. A. NICKAS

Colma, California

Thank you, Mr. Nickas. Winter drivers are referred to this list compiled by Mr. Nickas and also to our story on winter driving farther on in this issue.

SKI MAGAZINE, JANUARY 1952

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B. F. MOORE & CO. NEWPORT, VERMONT

THE WINNER!

Colton Cope, Jr.

takes first prize in Ski Magazine's Giant Contest! Faced with the problem of deciding what was wrong with the picture printed on page 35 of our December 15 issue, Mr. Cope struck out boldly and became the first subscriber to Ski Magazine to come up with the correct answer! Here is Mr. Cope's solution to the brain-taxing problem:

"The man has no head!"

You are ab-so-lute-ly right, Mr. Cope. THE MAN HAS NO HEAD, and Ski Magazine congratulates you on your perspicacity, keenness of vision, determination, and will-to-win. And furthermore, Ski Magazine is today mailing you your bona fide cash prize, two bright and shining copper pennies, fresh from the United States mint, untouched by human hands.

More than fifty subscribers bludgeoned their brains in an effort to solve our puzzle of the month. Some were cautious, like Miss Louise Dupré, who wrote "Considering the skier has no head, I would say that the picture is wrong." Very good, Miss Dupré, that's what we would say too, and a shiny penny is on its way to you; some were over-eager to find faults, like Howard Guenther who wrote "Skier has no head, wears only a tee-shirt, and is performing dangerous jumps. Thank you for this opportunity." Thank you, Mr. Guenther, and a bright shiny penny to you too; some were moved to poesy, like Les Esler who wrote

"This tee-shirted skier
Has lost his head
And from phneumonia
Will soon be dead."

and like Charles Packham, who wrote

Headless
ans was in such a
urry for the
igh
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is
ead!"

Miss Dorice Taylor of Sun Valley solved another important part of the puzzle by writing "Obviously ex-Sun Valley instructor Yves Latreille, now with Sport-haus, Los Angeles, isn't using his head." Miss Taylor adds that since our contest is only open to humans, she hopes that because three teams of husky dogs, an antelope, and Boris, the Great Pyrenees, all suggested the same answer to her,

SKI MAGAZINE, JANUARY 1952



The puzzle solved by Mr. Cope.

she won't miss her chance to win a prize. We can assure her that she has a penny on the way in spite of the coaching from the sidelines.

Miss Delphine Carpenter of Aspen makes a brave try to make sense out of the whole thing by writing "Naturally—no head—for his heads (Head skis, that is) are on his feet." Only a tarnished penny for you, Miss Carpenter.

Dozens of entries have been received, but only the following subscribers sent in correct answers: T. N. Hubbard, Ruth-erford Robbins, Jack Marcom, Clark Ly-man, Roger Metz, Jerry Devlin, Richard Dunn, Robert Gillman, Jean Chase, Ann Hiemenz, Barbara Hood, Kent Straat, John Whitbeck, Janet Miller, Irving Buell, Bruce Bingstrom, C. C. Chaffee, John McKnight Jr., Courtland McDermott, Kit Osgood, Christine Cunningham, Ben Becker, Kieran Killian, Carole Eisele, Jerry Williams, Carol Floto, D. Cossard, Gene Hasselbeck, Karen Weed, and Linda Zampick. Mr. Bill Wehrle also sent in a correct answer and capped it with the ultimate irony. His reply: "The man in the picture has no head. That's what a lot of people think of us skiers."

And Mr. Howard Cooper adds a post-script to his entry: "P.S. Are you kidding me?"

Why Mr. Cooper!

MIGHTY SKIER

*He plowed down the Trails
And he stemmed through the Glade.
His legs: hard as nails
From the turnings he made.*

*He side-slipped his boards
And he missed all the fun
The nose dive affords
In a ten second run.*

*He was minus élat
As he roped down the Gates
When he came to the Flat
Yes, he took it straight.*

BY VERA JOYCE NELSON

SKI MAGAZINE, JANUARY 1952



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you need for skiing
all you need is
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authentic ski clothes and ski
equipment, all gathered in
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OSLO, NORWAY—February 14-25, 1952

Here is a wonderful treat for all skiers. **Scandinavian Airlines** offers you a wide selection of all-expense tours to the Winter Olympics in beautiful Oslo. See the world's best skiers, skaters, bob-sledders in action!

A typical two week tour gives you all this for only \$800; round-trip ticket NY-Oslo-NY by luxurious **DC-6** plane (departures daily), meals on board, hotel room, meals, tips, transfers airport-hotel, tickets to all 50 events.

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- GEILO



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In the Swiss and Austrian Alps
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try — at no obligation, of course.

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New England points . . . Long stay often because
it's so accessible; famous "Suicide Six" and ten
other tows right at hand (ski bus at our door) . . .
even the Laurentians in an afternoon.

Here the first lift in the United States was planned
. . . here you will find old-time ski experience and
hospitality; a wonderful table, accommodations
from suites to single rooms, \$7.00 to \$10.00,
friendly public rooms, a jovial cocktail lounge and
real skiing companionship.



HAPPY NEW YEAR'S SKEVE

by ARAM ARMSTRONG

THERE is one New Year's Eve I'll never forget as long as I live, and that is the one I spent in a cabin on the far side of Echo Lake at the foot of the Cannon Mountain Aerial Tramway. The enchanting things about that evening were the immense solitude and quiet beauty of the night. It was so quiet you could have heard a pin drop. That is, you could have if you had been there. But you weren't there and neither was anybody else—except me.

What a New Year's Eve. I'd made maybe ten or twelve runs down the Cannon Trail that day—this was in the old days when they sold tickets as fast as they could and you could ride up the mountain all day with no wait if you worked things properly—and I was good and tired when dinner time rolled around. I was alone and I had no car, so I dined on doughnuts and coffee at the counter in the Valley Station—the beginning of a perfect evening. Then the invigorating hike across the snowy wastes and the struggle to get a fire started in the charming antique stove tucked in a black corner of the cabin. Then a yawn, a few chapters on Comparative Anatomy from an old textbook called *Snappy Stories*, left in the woodbox probably by some Dartmouth student, and before you could say "Hail to thee, blithe spirit! Bird thou never wert!" I was asleep. I awoke the next morning and it was 1939.

That was one of the first New Year's Eves I spent on skis, figuratively speaking, of course. I repeated the skiing part

the following year, but the experience was much more pleasant. I was able to convince the girl who later became my wife that I was a lonely young man and stood sorely in need of her company if I were not to repeat the lonely New Year's Eves of my errant youth. I'd met her only the night before, and neither of us had any suspicion that such a casual acquaintance could lead to the catastrophic event of marriage, so we were lively college kids with nothing on our minds but entertainment. All this happened at Lake Placid, where the college ski teams were gathered for the annual College Week Races. Dartmouth and McGill and Williams and Yale were all represented, and so were Vassar and Smith and Wellesley and Bennington. The ingredients of a pleasant New Year's Eve were present, and in good proportion.

No one slept at all that weekend, as I recall it. We spent the early part of the evening at a replica of a western ranch that someone had carved out of twenty thousand acres of honest Adirondack woodland, and later we moved to Saranac Lake for some reason, and still later we were back in Lake Placid drinking hot coffee at five in the morning. Since the sun was up when we left the restaurant, we decided that the best thing to do would be to go directly to the ski jump, which we did, arriving in time to see a jumper named Don Worden, from Dartmouth, come off the lip of the jump and balloon gently to the landing slope. It

(Continued on page 24)





The Jamtal Hütte, beside the Jamtal Glacier, was full of energetic young men taking a routine guide's course.



Mary Starr, the author, basks in the sun outside the Weisbadener Hütte.

A tour in the Alps is as dramatic as the contrast between blizzard and lavender crocus.

by MARY STARR

SNOW SLIPPERS OVER THE ALPS

SPRING, when a carpet of winter snow still covers the mountain passes, is the easiest time to cross the Alps from Austria to Switzerland. We did it last May on seven-foot slippers of hickory and seal-skin.

This tale of our first High Tour over the Alps is equally for our enthusiastic ski friends and those who have never known the thrill of high climbing, or careening down snowy slopes on seven foot hickories.

Our journey took us over the great Silvretta Pass, from Galtür in Austria to Klosters in Switzerland. Words paint

many pictures, but I shall find it difficult to colour our journey vividly enough to do it justice.

Neil, Teresa "Whiz" Chancellor, a seventeen year old English girl, and I were fairly fit, having skied most of the winter, but our muscles were still not hard enough for climbing, so before starting on this big trek we made a few short day tours near St. Anton-am-Arlberg, home of Hannes Schneider, who first gave the ski world a workable technique for teaching the sport.

Using sealskins we climbed the Valuga, highest peak in the St. Anton area, stop-

ping at the Ulmer Hütte, to refresh ourselves with draughts of strong tea and hunks of bread and butter; then off came the skins, and down we spun through a winding valley to Stuben, where a "Bowler" (champagne and claret) and sumptuous open-faced sandwiches restored our energy. At other times we drove in a wheezing taxi to Züri, went up the long T Bar, and strapping on skins again we plodded up the Madloch to the crest. Then followed a long open run down into Lech, picturesque inspiration, I was told, for Ludwig Bemelman's "Eye of God." This run could be delicious or

Skis were put aside while a blizzard raged around the Weisbadener Hütte.



After the blizzard the tourists went on up the valley, leaving behind them the Weisbadener Hütte and its eccentrics, warm blankets, and cozy plumbing.

The tourists and friends: Left to right, Herbert Joachim, Ludwig Tschol, Mary Starr, Ernst Skadarazzi, Teresa Chancellor, Alice Kiaer, Pepi Gabl, Rudi Matt.



exasperating according to weather conditions. The sun flooded the valley early and late, so that the snow texture was constantly changing from powder to corn to breakable crust. The last mentioned condition is ever my nemesis; after each turn I would discreetly have to dust myself off. This reminds me of Ludwig Tschol's comments when teaching deep snow technique. Without turning round he would say, "Schuss . . . swing . . . get up"! One morning, when the weather reports seemed propitious, we left St. Anton by car, drove down one lovely valley toward Landeck and up another to Galtür, starting point for our long climb. The tour normally takes three days and two nights. We had the luxury of one guide apiece, Rudi Matt, head of St. Anton Ski School, and this past winter co-director of the famous Sun Valley Ski School; Ludwig Tschol, our ski instructor and mountain guide, and Pepi Gabl, 1950 FIS trainer for the Austrian Team. Neil and I made a ludicrous attempt to carry in rucksacks our own lures and penates, such as toilet essentials, changes of underwear, extra sweaters, and an inadequate supply, as it turned out, of books, canasta cards (essential!), kleenex, without which I am a whining pilgrim, and a blessed plastic flask of schnapps. When we actually started climbing, our stalwart companions gently but firmly relieved us of

most of our stuff. I couldn't have been more mortified, and then grateful.

After a leisurely lunch in the austere village of Galtür, we set out at two o'clock to avoid climbing in the noon sun. The climb up the Jamtal was a long tiring pull of four and a half hours. Towards the end, but for the encouragement of our understanding guides, I could easily have turned my tips downhill and scuttled back to Galtür. The last twenty minutes was exhaustingly steep and Whiz and I stumbled into the Jamtal Hütte, wobbly with fatigue. Her stoutheartedness must be mentioned because it substituted for muscle, of which there was no evidence whatsoever. Pepi admitted having visions

(Continued on page 33)

The ski-tourers pause on the gently rounded surface of Vermont Glacier.





The girls will be falling all over themselves to welcome you to the romantic Chateau Frontenac in Quebec City.

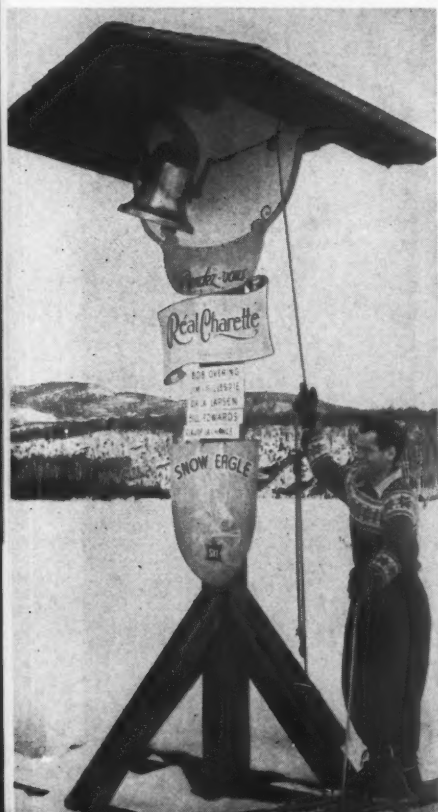


Armchair skiers on the terrace of the Chantecler, at Ste. Adele in the Laurentians, will gasp at your daring skill.

HABITANT HOSPITALITY *awaits you in* QUEBEC

Never skied in French Canada, eh? You're missing good snow, long tows, wide trails, and some of the finest inns of North America.

Bells will ring and lights will flash at Gray Rock's Snow Eagle Ski School.



THE Province of Quebec has two major ski areas: one, the Laurentians north of Montreal, the other the area surrounding Quebec City. Hardly a week passes without a storm at these areas, and when snow falls, the Canadians know what to do with it—the trails are well-maintained and the tows operate swiftly and constantly. And the many ski lodges provide a rare combination of old world charm and North American efficiency designed to keep the skier coming back to Quebec year after year.

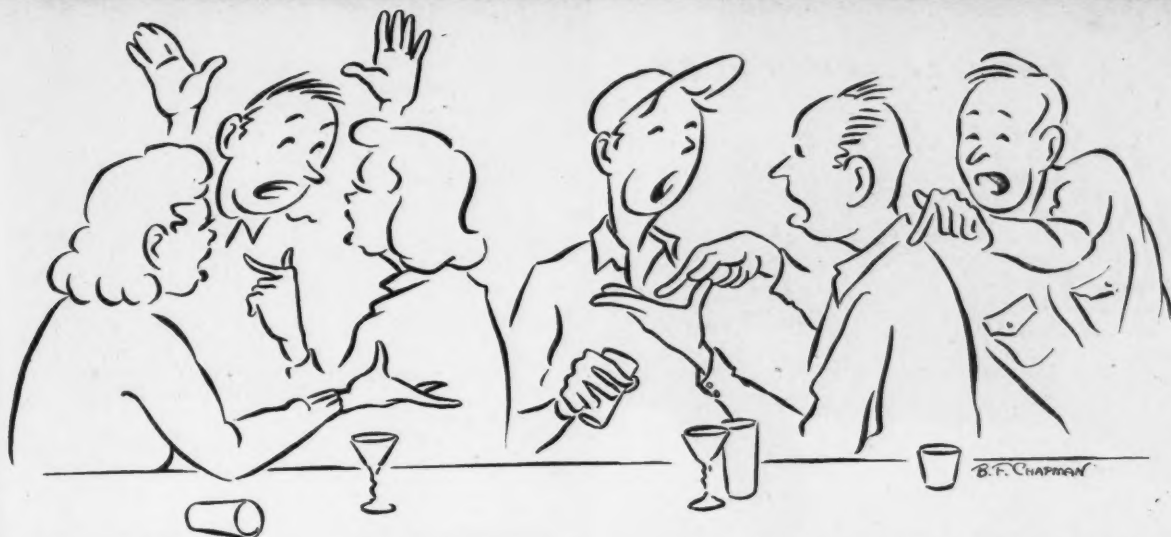


And the ski bums will polish up their old barrel staves for you at Chalet Cochand, Ste. Marguerite.



The professionals will jump for joy as they note your halting approach. Even if you're a beginner you will enjoy the wide trails at Tremblant.





SKIING, SAFETY and SEMANTICS

by WOLFGANG LERT

The report on safety bindings, issued last year by the good grey National Ski Patrol System, is given a close look by Mr. Lert.

NEXT to skiing itself, and the pursuit of members of the opposite sex, a good ski argument is undoubtedly one of the major pleasures of a complete winter vacation. Time used to be when just a whisper of the heavenly—or evil—name of Arlberg or Allais could set friend against friend, break up happy romances, cause people to wreck furniture by demonstrating Vorlage or Ruade on it, and generally keep things in a pleasant uproar until the bar closed. During the last year or so, however, the fury of the A-A battle seems to have waned. But glory be to Ullr, another fruitful subject for all-night discussions seems to have taken its place: the question of (Slurp? Ugh?) Safety Bindings.

Into this battle which heretofore has been waged mainly by emotion-charged and proudly prejudiced individuals, an authoritative voice has unfortunately intruded itself. I refer to the annual report for the 1950—51 season put out by the National Ski Patrol System. Let us stand at attention, with ears bared, and listen as NSPS comes to the conclusion:

"That the automatic-release binding, otherwise known as the "safety" binding, appears to be subject to a multitude of variables, not even including the wearer. At the present time there have been 267 accidents from a special and accurate survey in which 37 of the injured skiers were wearing "safety" bindings and of these 37 skiers, 25 had injuries to lower extremities, 11 of which were fractures. Percentage-wise, this means that 14% of the skiers on this special survey were wearing "safety" bindings. Since there are a total of a hundred and seventy-two injuries to lower extremi-



ties, 14% of these injuries occurred to skiers wearing "safety" bindings and 20% of the accidents resulting in fractures of the lower extremities occurred to skiers wearing "safety" bindings. From this small but very accurate sampling, it appears that the name "safety" in connection with auto-

matic-release bindings is a misnomer and that safety in skiing is still directly related to individuals rather than to any special attachments. Since this is not a universal opinion with regard to "safety" bindings, however, we do not feel that it would be fair to condemn them, but we feel a more concentrated survey should be conducted next season at selected areas."

Unquote.

Despite all the cautious hedging, the avenues of escape left cagily open, it is fairly apparent that the NSPS isn't exactly pro-Safety-Binding. And despite all the hedging, it seems they've gone out on a limb just far enough so that it might be possible to wedge in a saw behind them and see how strong that limb really is.

Let's start with that problem in semantics, raised by the Patrol people themselves. They feel that the term "safety" binding is a misnomer. If they mean that the binding doesn't guarantee accident-less skiing, they are undoubtedly right. But neither do safety brakes guarantee accident-less driving, or do safety guards on machinery prevent any and all industrial accidents. What term, then, does the NSPS want to use instead of "safety" bindings? Ah, here it is: the "automatic-release" binding.

Of course, the usual reason for the failure of the "safety" feature and the resultant breakage of the lower extremity is that the "automatic-release"—whether through inherently bad design or through faulty installation—fails to function. So, if it is wrong to call it "safety" when it isn't safe, is it any better to call it "release" when it doesn't

(Continued on page 22)

PARALLEL POLE TURN

1. The skier prepares to plant his pole just about two feet below the tip of his downhill ski.

2. Jacking his knees, he begins to rotate while the inside pole remains in the snow.

FOR

Experts

IN THE MAKING

A REVIEW OF SKI TECHNIQUE

BY FRED ISELIN

PHOTOGRAPHS BY PATRICK HENRY

3. His outside arm moves forward as his inside shoulder moves back. The inside pole is now free.

4. He continues to rotate his upper body, but keeps his hips centered over his turning skis.

5. At the end of the turn, he has reached the maximum of rotation and of deep knee action.

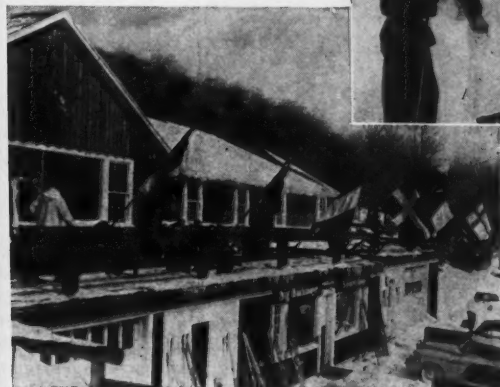


Skiers at the bottom of the Mad River Glen lift welcome the sight of a cup of coffee.

Have a look at the winners of the Dutch Hill Carnival.

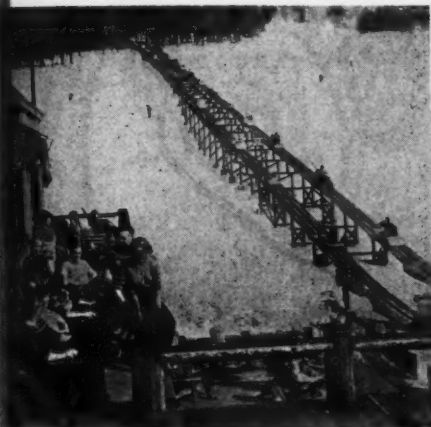


At Bromley you can loaf in the sun and see the skiers.



Let's Look at

Taking our advice, these girls view Black Mountain's shovel handle tow.



Another group of loafers takes us literally at North Conway's Skimobile.

This picture inspires a song: "At the top of the chair lift on old Belleayre, someone...wai-haits...for me-e-e."

EASTERN SKIING

The mountains may not be as high and the lifts may not be as long as those in the West, but the skiing in the East is just as fast, as hard, and as much fun—and most important, it's a lot closer to a lot more skiers. Even Westerners admit that trails like the Nose Dive on Mount Mansfield are a real test of skill and daring, and for pure fun the thousand-and-one small and large open slopes all over New England are any skier's dream wonderfully come true.



Some Thorn Mountain skiers prefer to look at pictures rather than slopes.

From Mount Mansfield you can see all over Vermont—if it isn't snowing. Always snow at Stowe, you know.



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PLASTIC SKI BASE

*Now better
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**SMOOTHER!
TOUGHER!
FASTER!**



GLAZITE

Regular

*...better
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Just brush it on!

One coat lasts a season.

**Ice and rocks hardly scratch it.
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GLAZITE #2
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Winter Driving

SKIDDING and sliding, when you are hunched over the tips of your skis, are the finest of pleasures, the essence of skiing; but the same slipping sensations, when you are bent over the steering wheel of your car, cause nothing but tripled heart-beats, a slight feeling of nausea, and sometimes a brief review of the salient events of your life before the final crash. But because you are a skier you continue to drive on icy roads at every opportunity, constantly going back and forth to your favorite slope. You are an inveterate winter driver, and subject to all the hazards of your part-time occupation.

You can deal with most of the hazards of winter driving by keeping the proper equipment always handy in your car, but the best way to deal with the worst hazard, skidding, is to drive at a moderate speed and to remember that once a car starts slipping on ice it usually continues to skid until it connects with something of sufficient solidity to halt its forward progress—which is just a polite way of saying that it will continue to skid until you are spread in a thin creamy layer across the front end of an on-coming truck. Every skier who ends his days this way is of no interest to anybody except an undertaker, and undertakers don't advertise in Ski Magazine, so we are particularly anxious to halt the suicidal impulses of skiers—or at least to confine such impulses to the ski slopes, where the creamed skier has presumably bought a tow ticket and where the Ski Patrol can have all the fun and practice of bringing in the body.

Next to driving at a slow speed, the best way to prevent skids is to use snow tires and to put on chains, and it so happens that a new chain, the Rolon, has been developed especially for skiers by skiers, and its main claim to fame is its ease of adjustment on the wheel. Skiers have always had a good excuse for not putting on chains: Their fancy sweaters and knifed-edged pants would get smeared with mud. Besides, nobody likes icy water dripping from a greasy spring



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Jamaica Rum

**Combine in
punch bowl: 2
cups Jamaica
Rum, 1 cup brandy, 1/4 cup each Kummel
and Benedictine, 2 tablespoons sugar, thin
strips of the peel and several slices of a
lemon and orange. Stir in 6 cups boiling
water. Makes about 24 servings.**

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• Plus, perfect accommodation and excellent meals at **THE TREMBLANT CLUB**, where the accent is on personal service.

• Superior rooms with bath and shower, in a long, low rambling log resort hotel, where every guest has a view of the rugged mountain from his room. Rates from \$8 to \$15 a day American plan.

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Ask for folder S.

THE TREMBLANT CLUB
Mont Tremblant, Quebec.
Phone St. Jovite 224.



to soak into his schnazzy fast cap. But these Rolon chains mark the end of all that. They are rolled over the wheel from the outside, fastened by one catch from the outside, and taken off by undoing the same outside catch. You may have to bend over, and there is no doubt that many skiers would rather risk their necks then actually bend their waists, but such skiers might at least think of the rest of us who have to drive into snow banks to avoid them. You can't get Rolon chains just anywhere—you'll have to write the Ski-Cal Company, 2000 Hillhurst Avenue, Los Angeles 27, California, and the prices range from \$14.30 to \$16.20, depending on the size of your wheel.

If your car starts to skid in spite of all your precautions, don't jam on your brakes in the vain hope of halting the skid that way. The wheels will lock and the skid will continue with, if anything, heightened speed. To say what should be done in a given skid is almost an impossibility, for each one will be different; everything depends on the driver, the speed of his reactions, and the choices open to him. He may have the choices of trying to straighten out the car, of heading for a soft bank of snow, or of getting a couple of wheels on bare pavement; and he may have the grimmer choices of going over a bank, hitting another car or clobbering a tree. As we said before, gentle speed will minimize the danger in the grimmer choices.

But of less frightening though equally exasperating consequences are the several annoyances caused by the cold common at ski areas. It seems too obvious to state that a car that is to stand in the open at sub-freezing temperatures for any length of time should be protected with anti-freeze in the radiator and a light-weight winter oil in the crankcase, but every year many skiers are immobilized at ski resorts because they have neglected these two simple precautions. If after reading this you still find yourself at a resort with the temperature falling

(Continued on page 20)

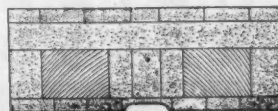
AMERICA'S
FOREMOST
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Flexible Flyer
SPLITKEIN
LAMINATED
Skis

PHOTO BY ATKESON

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22 laminations in the patented Flexible Flyer Splitkein cross-section! Every single corresponding piece of wood in a pair of skis is taken from the same wood billet. Perfectly matched for weight, grain, camber and flexibility. Lightweight. Warp-free.



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- Handmade by Austrian craftsmen
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Winter Driving

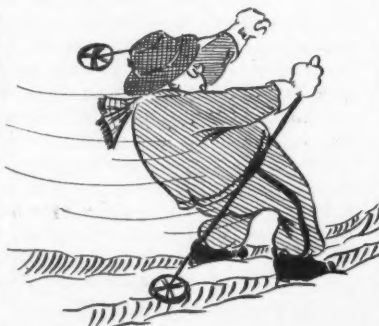
(Continued from page 19)

to zero and nothing but water in your car, by all means drain your radiator until you are ready to use the car again.

And even with light oil in the crankcase, your car may still fail to start one cold morning. But modern science comes to our rescue once again, this time with a new gadget called the Redi-Warm which automatically starts your car every time the temperature of the engine falls to a critical point. You park your car for the night, set the Redi-Warm button, and from there on everything is automatic. Your engine remains warm through the night. Incidentally, no one can steal the car even though the engine is running, because the gadget will operate only when the car is in neutral gear. This sounds like another excellent bet to us, and it is especially useful to skiers because the gadget operates on the car battery (which it immediately recharges) instead of on an outside electric circuit. Redi-Warm is available through the Cray-Lincoln Company, Cray Oil Building, North Walpole, New Hampshire, at a cost of \$24.95, postpaid.

Prevention of skids and protection of your car in very cold weather are probably your two most important worries, but you may sometimes find it necessary to scrape ice or snow off your windshield. For this purpose, several chains of filling stations will give you a small plastic scraper which does the job very well. You should also make sure the defroster attachments of your heater are working properly. Good traction and a warm engine won't do you much good if you're spread over the landscape in that thin creamy layer we spoke of before, all because your windshield was a little cloudy. And one final word: Take it easy. The hill will still be there in the morning.

Blood on the powder,
Blood on the tow,
A great big puddle of blood on the snow;
Pity the skier,
All bloody and red,
He tripped on his long thongs
And mashed in his head.



Original "D.S." GOGGLES



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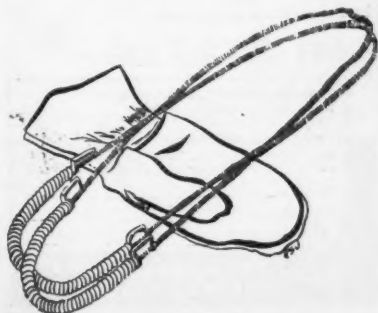
SKI MAGAZINE, JANUARY 1952

January

Competitions

- January 5-6**—Trail Race for Men and Women, Classes A, B, C, Jr.; Schnee Voglein Ski Club, Mount Hood, Oregon.
- January 6**—Squaw Valley Birthday Slalom, Classes A, B, C, Open, and Senior; Squaw Valley, California.
- January 12**—Second Annual Metropolitan Ski Jumping Clubs Tournament (at night), Open; Bear Mountain S.A., Bear Mountain, New York.
- January 12-13**—Giant Slalom, Classes A, B, C, Open; Annual Downhill Only Club of Wengen, Sugar Bowl, California.
- January 13**—Jumping Tournament for Men, Classes A, B; Squilchuck Club, Wenatchee, Washington.
- January 19-20**—Tri-State Downhill, Slalom, and Cross Country, Classes A, B, C, Unclassified; Laurel Mountain Ski Club, Ligonier, Pennsylvania.
- January 19-20**—Eastern Amateur Senior Men's Downhill and Slalom, Open; Bromley Ski Club, Big Bromley, Vermont.
- January 19**—New England 30 Kilometer Cross Country, Open; Rumford, Maine.
- January 20**—Stevens Standard, Classes A, B, C, Jr.; Penguin Ski Club, Stevens Pass, Washington.
- January 26-27**—Alta Snow Cup, Salt Lake Jaycees, Alta, Utah.
- January 26**—Northern Rocky Mountain Junior Championships, Bozeman, Montana.
- January 27**—Norsemens Open Jump, Norsemens Ski Club, Bear Mountain, New York.
- January 27**—Taschereau Downhill, St. Jovite Ski Club, Mont Tremblant, P.Q., Canada.

*Stem und Abstem, Parallel-Schwung—
Dot's der song die Proffessionals sung—
Vy don't dey shpeak English?*



SKI MAGAZINE, JANUARY 1952

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Safety and Semantics

(Continued from page 15)

release? Why not just call it a "wing and a prayer" binding?

The problem of nomenclature, however, is not as important as the very real damage that might be done to the cause of better binding design by the statement of the National Ski Patrol. The question can be rightfully raised whether this statement, based on an exceedingly small statistical sample, then formulated in a very inconclusive manner, wasn't premature? Whether the NSPS wouldn't have done better to keep this grain of wisdom to itself? For it is only too likely that this statement will be misused by those who are unwilling or too lazy to think through all its implications. "Hey, did you see where the Ski Patrol says safety bindings aren't safe?" "No, we don't carry safety bindings in this store. Even the Ski Patrol says they stink." And then, one step further: "Yeah, the Ski Patrol made a survey that shows safety bindings cause a lot of broken legs."

And that is where the great fallacy in the argument about safety bindings lies. Joe Beetlebrow takes an eggbeater and busts his leg. Joe Beetlebrow uses safety bindings. Ergo: he busted his leg because he used safety bindings. Or so, only too often, goes the fallacious reasoning.

This, of course, is boloney. Joe busted his leg, in nine cases out of ten, because he skied like a damned fool. He most certainly would have broken it had he worn a regular binding. Unfortunately, the safety binding didn't fulfill his moronic hopes for a miraculous escape from his own foolishness. Too bad! But even the best safety binding is designed only to give a chance to the feet, not to patch a hole in the head.

This is what the Ski Patrol means when it says that "safety in skiing is still directly related to individuals rather than to any special attachments." True—100% true—and it undoubtedly will still be true when the Super-Duper Guaranteed Safety Binding will have been invented. The Ski Patrol and anybody else will always be able to produce statistics to show that skiers suffer injuries *despite* their safety bindings. But they will be hard put to it to show more than a very few isolated and very freakish cases in which skiers suffer injuries *because* of their safety bindings. And nobody has yet figured out a way to keep statistics on those cases where the release action of a correctly installed safety binding prevented an injury that *might* have happened.

Right now, what is probably most baffling to the binding buyer is the multiplicity of safety binding designs and claims. But this, too, is a healthy sign. There are many inventive minds at work trying to provide the safety bind-



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SKI MAGAZINE, JANUARY 1952

ing which, in spite of the Patrol pronunciamientos, so many skiers seem to be looking for. And there is no doubt that the past years have produced many interesting new ideas and principles in this field. By now, there are enough basic designs and variants to suit almost any preference: toe releases, heel releases, spring-loaded bindings, cable bindings, safety bindings that can be used with long thongs. Time will tell which one proves out.

In the meantime, most safety bindings—their automatic release features discounted—will equal the performance of standard bindings in average, everyday skiing. The conclusion, for the average skier, should therefore be simple: Use a safety binding—install and adjust it carefully—then ski as if you didn't have it! In the worst case, it will only do what a regular bindings does. But it also might release some day when you really need it. So what can you lose?

If you can't see the logic in that, then, brother, you don't know your sliding surface from a sitzmark. What's that? Oh, you want to make something of it? Well, listen, fellow, you wouldn't hit a man who's wearing safety bindings, would you?

*Look on how I make der Christie,
Vit knees bent low und shoulders twisty;
Now you try it, swinging vide—
Und remember, please, der veight oudt-side.*



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Perfected Obstacle Turn

A. Shift center of balance forward until shoulders are approximately over the center of the front half of skis, maintaining an approximate angle of 45° between the shin and the ski.

B. Now begin counter-centrifugal thrust with shoulders, using hands as if turning a large wheel (see chap. 4, Perfected Turning), shifting knees slightly toward inside, then—

SKI MAGAZINE, JANUARY 1952



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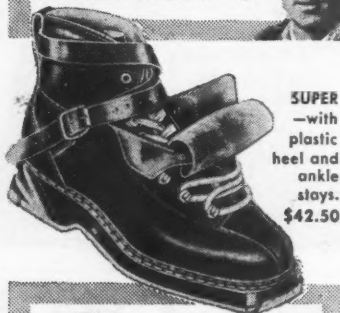
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Happy New Year

(Continued from page 11)

seemed that Don had designed something new in ski pants — there was something about plenty of fullness at the knees — but the tailor in Salt Lake where Don had had the pants made must have misunderstood, or Don must have made a slight miscalculation in drawing up the plans. At any rate, when Don finally became airborne, the effect was hardly what one might call streamlined.

Then there was the time I spent in what the folders call a quaint Laurentian village. It was quaint, all right, and gay — another folder word — but I had made the mistake of letting the management of the Inn give me a room directly above the bar. Ah, those quaint gay evenings. Not once during my stay did I get to sleep before two in the morning — and the words of "Covered All Over With Sweet Violets" are forever graven on my brain. New Year's Eve I simply sublet my room to a weary character just up from Vermont, and went downstairs to help with the sound effects to which he was entitled. Everybody was singing and pounding the tables — or the floor, if that happened to be more convenient for them — and the air was fraught with merriment. Black Horse Ale and Frontenac Beer in quart bottles were clasped in all hands as far as the eye could see — not far, in that atmosphere of smoke and merriment. Songs, ranging from Sweet Adeline and The Old Mill Stream to Little Redwing and the one about cats on the rooftops, were being bellowed by the entire company under the leadership of a swarthy giant, who, it was rumored, was a remittance man given to breaking up furniture. He had enough to do leading the chorus that night, and I never did see him break anything bigger than a swizzle stick, but perhaps he had succumbed to the friendly spirit of the occasion. At any rate he disappeared early in the morning, perhaps to find some furniture worthy of his attention, and I left the place a little later myself, in the company of a charming young lady from McGill, who, it turned out, was a great admirer of Baudelaire and wanted to do nothing so much as welcome the dawn out of doors and discuss *Les Fleurs de Mal*. New Year's Day always seems to begin this way for me, but that particular Laurentian morning was red-lettered. It could have been my eyes, but that's the way it seemed. I was extremely thankful for the pastel shades in which the little French Canadian houses were painted, for they minimized the glare of the rising sun and the dazzling four foot drifts along the road.

In sharp contrast to those dazzling Laurentian drifts was the rain at Stowe all day before New Year's Eve one year just at the end of the war. It was so wet that not even Sepp Lanz, the man who introduced silver buttons and the Tyrolean flare to American dress designing, would go up



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SKI MAGAZINE, JANUARY 1953

the mountain for a run down the Nose Dive. Instead he walked four miles through the rain to the lodge where we were staying to help us out with a game of Biography. He had just had pneumonia, but no lousy little virus was going to keep him in bed when fascinating questions like "Are you an American sculptor noted for his Mobiles?" remained to be answered. Lisa Fonssagrives, the most beautiful model in New York, was there — she had not yet been chosen as the subject for the cover of *Time* magazine, but we thought she was very lovely just the same — and Jimmy Abbe, the photographer, and Franny and Fuffy MacLaughlin, two more photographers, and some Peruvian students who were very good at Biography but kept trying to change the subject by singing dirty songs in French. And as usual there were some girls from Vassar. That evening we went to the Annex of the Lodge at Stowe where we danced and drank whatever we could and watched a newly-wed young couple dance all by themselves — in fact as well as in spirit. Midnight came and everyone kissed everyone else and when we went out it was snowing hard. A foot of powder was on the ground the next morning and the Nose Dive was back in perfect condition.

And so it goes — New Year's Eve in the ski country. Always a new experience, always a special occasion given a very special flavor by the area at which you spend it — the candy-colored villages of the Laurentians, the dark pines and spruces of the Adirondacks and the New England mountains, the candle light of a cabin or the soft alcoholic glow of a big resort's bar. And the people you meet — you may never see them again, or you may become fast friends or you may even marry one of them. It has happened before.



"Whatever do you see in me, Mr. Appenzeller, that you follow me all around?"

SKI MAGAZINE, JANUARY 1952

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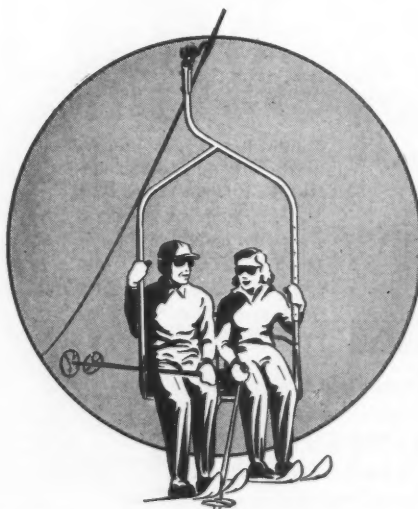
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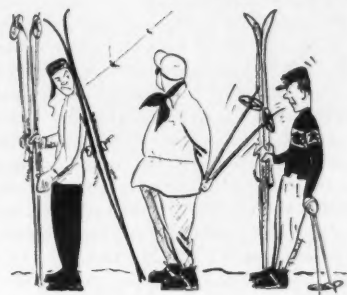
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How To Be A

BEGINNER



IN ANY field, the beginner is at a tremendous disadvantage—and this is true whether we talk about love or about skiing. Think back to the first time you kissed a girl—remember how nervous and clumsy you were? Or if you are a girl, how hard you tried to give at least a surface demonstration of good technique, probably based on a close observation of your favorite movie star? Later you worked hard, lost your inhibitions under the influence of good teachers—possibly you even read a book or two on the subject—and before you knew it you had earned an expert's rating and were married.

The same educational processes are necessary to become a good skier—though skiing ability will probably not be influenced so strongly by nature and your subconscious. Until you go through the process you will have to resign yourself to a certain amount of resentment, ridicule, and general horseplay directed your way.

The sad part is that because you don't know what you should or should not be doing, you won't understand why others are laughing at you. So here are a few hints; read them and take warning.

The primary reason for the resentment of good skiers toward beginners is that they clutter up the slopes and trails. It is no fun to ski through a field of sprawling bodies which may slip a few feet in any direction at any moment; nor is it any fun to get halfway through a good run down your favorite trail and to suddenly come upon a couple of loose-kneed apparitions attached to long boards that seem to be drifting downhill according to a logic of their own. The would-be skiers riding these boards are too intent on remaining upright to see or hear anything behind them, so the good skier has either to stop and wait or follow along behind in slow motion.

After reading the foregoing paragraph the beginning skier is liable to get the idea that the sooner he learns to ski fast the better. In fact, this often seems to be the idea uppermost in the minds of many skiers new to the sport. With no mastery of technique at all, they learn to adopt some position which allows them a



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certain amount of stability, and then nothing can stop them. They're off like wounded rhinoceri, blasting everything that lies in their path.

Real beginners are not likely to be bitten by the bug of speed. Next to blocking trails and slopes, their most serious fault is the delay they cause by not knowing how to get on and off different kinds of tows. On a rope tow they invariably grab the rope, slide fifteen or twenty staggering feet, and collapse in the middle of the track. The rope must be stopped, all the skiers going up the hill must hang on the dead rope, and the skiers still in the line must wait until the beginner painfully kicks his feet around to where he can stand on them or until he inches himself out of the way. The beginner is usually a pitiful sight by this time, his shirttails out and their normal place filled with snow; but the skiers going up on the rope pass him by with only a snicker or a glance that rivals the snow against his backbone for frigidity.

On T-bars and chair lifts the beginner has similar difficulties, and his floundering cause the same waiting and resentment on the part of the good skiers.

Even standing in the lift line the beginner can be a source of annoyance. Not realizing that some people take pride in the finish of their skis, he tramples clumsily on the tails of their skis. Having taken a long time to come down the hill, he is far behind his better skiing companions, and is understandably eager to be with them for the next ride, so he puffs along the line till he finds them—passing twenty or thirty patient waiters in the line on the way. He gets on the lift with his friends and the patient skiers can do nothing but gnash their teeth.

Ordinarily it takes time and bitter experience to learn most of these details which make it easier for skiers to get

(Continued on page 29)



SKI MAGAZINE, JANUARY 1952

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• GOVERNMENT OF THE PROVINCE OF ALBERTA •



by FROSTY BRADLEY

IN LOWER Michigan, where snow storms are spotty and short lived, one must quickly take advantage of any of that white stuff that happens to be around. It's a case of "quick, grab your skis it's snowing." Our requirements called for portable lights that could be used on any available slope and could be made at a reasonable cost.

Dick Klinger, of Detroit, and the writer worked out the simple arrangement shown here and found it answered the purpose. Two or three sets of lights can illuminate a fair-sized hill for a sociable evening of skiing. With a portable tow and these lights, a group can set up their equipment and be skiing in fifteen or twenty minutes on any hill that is convenient.

The bulb we use is an auxiliary headlight with cord attached for plugging into a cigar lighter. Two clips replace the lighter connection and a regular car battery provides five or six hours of light. Batteries can be recharged for fifty cents or a dollar, or better yet, you can get your own trickle charger. Any medium sized box with handles, reinforced bottom, and a couple of strips nailed in to keep the battery from sliding around will put you in business. A five or six foot

A&T

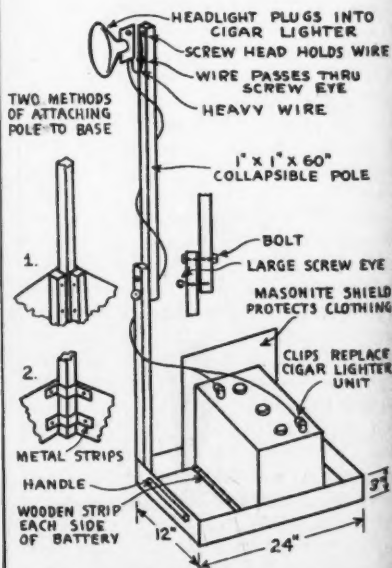
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SKI MAGAZINE, JANUARY 1953

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collapsible pole, attached to the corner of the box will hold the light. The light itself can be attached with a ball and socket arrangement to allow light to be pointed where you want it, or a heavy wire can be used. Take along an extra wire and a few tools in case they're needed.

You may find it helpful to attach a small sled or pair of skis to the bottom of your box if you must travel any distance without your car.

Here's hoping you can have as many enjoyable evenings of skiing during the coming season as the snow conditions will allow.

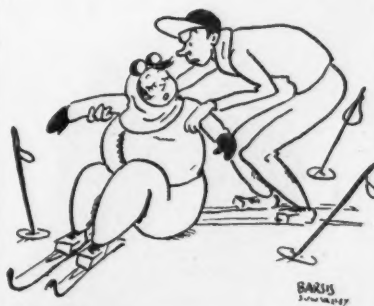
Be a Beginner

(Continued from page 27)

along with each other; but one short-cut may be taken: the beginner can take lessons from good instructors who will show him how to ski well. With the confidence gained this way, all other problems should iron themselves out in a very short while.

Should, we say. The sad truth is that some skiers never grow up. They often attain a degree of excellence in technique and speed, but they seem never to realize that the other skiers on the slope have as much right there as they. Sometimes it is a toss-up between the beginner and the thick-skinned expert for the honor of being the greatest public nuisance on the mountain; and at least half the time it is the latter who takes the honors. The beginner has at least the excuse of lack of knowledge; but the schussing, line-bucking, wild-eyed, self-styled expert has no excuse to offer but stupidity.

*From New York, from New York
To Bromley-en-Haut;
Through Rutland, through Rutland
To Pic de Stowe;
Cross-country, cross-country
To Tuckerman Gletsch—
And Home again, Home again.
Ere we all retch.*



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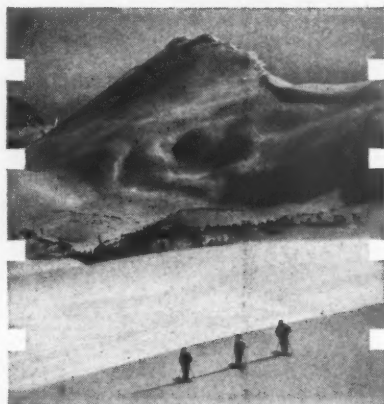
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Walla Walla, Wash.	Pete's Sport Shop
Whitfish, Mont.	Tom Matt
Williamstown, Mass.	House of Walsh

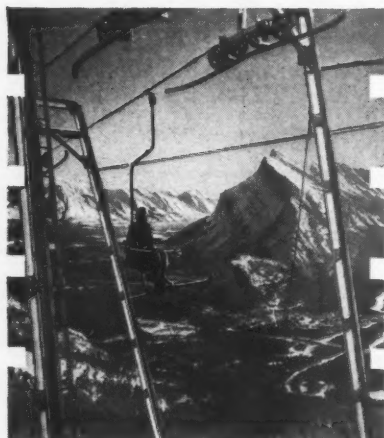
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We'll gladly help you plan. Write or wire A. O. Seymour, Canadian Pacific Railway, 5192 Windsor Station, Montreal 3, Québec.

Canadian Pacific

EQUIPMENT

Not long ago we promised you further news of the various goos needed to lubricate a skier on his slippery way. Well, we were temporarily sidetracked and we apologize. To make amends we'll give you the recipe for a special glob of goo we make up ourselves every time we take off on a cross-country tour (which we do often—every time, in fact, that we can't find a tow operating within a radius of three hundred miles of wherever we happen to be).

Now then, to make our goo, place a bar of Hershey's chocolate (with almonds—very important) in the pocket; add a bar of paraffin and some old tobacco grounds; add one button; two old tow tickets; a piece of rotted shoelace; and the fuzz from the inside of a pair of woolen mittens. Now ski cross-country for two hours, preferably on a sunny day when the temperature is just above freezing. Then reach into the pocket and extract the goo; you now have one of the finest all-purpose goos on the market, suitable for downhill, uphill, and fourth-dimensional skiing, and in a pinch it can be sliced, garnished with shoe polish and eaten like Turkish Delight. Several Turks have been known to survive for weeks on this goo alone when lost in the Taurus Mountains.

But for the real goos, those with substance, body and a delicious flavor, we'll have to refer you to the professional manufacturers. Suppose you ski all day and you find that at night your feet are wet. Automatically you are in the market for goo, and the particular brand you want is Viscol, a dressing for ski boots that keeps out the water. You can carry a tube with you always, for you can get it at ski shops or order it directly from the manufacturers, the Viscol Company, Bridgeport, Connecticut.

Suppose you have skied all day and your feet are dry but your lips feel like old shoe leather. The goo you need in this case is Blistex, a special concoction for the relief of cold sores, fever blisters, and chapped lips. This is available at all drug stores, and you can carry a tube of this with you all the time also.

But if it's your stomach you're thinking of, you are really not in need of goo. What you need in this case is some nice



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dehydrated food to brew up on the trail. And who is the purveyor of this nice goo in handy-to-carry powder form? Why none other than our old friends at the Bowcraft Ski Shop in Scotch Plains, New Jersey. They have what they call Seidels Trail Packets, each of which contains four generous servings in a waterproof vinylite bag, and the menu they offer runs from orange beverage to cocoa to chicken noodle soup to spaghetti dinner to gingerbread mix to powdered eggs and powdered milk, and this is by no means a complete list. Dehydrated foods, you know, are the sure way to keep the weight out of your rucksack on a ski tour.

Well, that takes care of the goo department. On to the hardware. Does your wife bother you with unanswerable questions like "Murgatroyd! Where are you going to put your skis so they'll be out of the way?" She does? Well, friend, here's your answer: write to Ivor, Box 973, Bellingham, Washington, and tell him to ship you posthaste one of his Wall-Rak ski and ski pole holders. As the name implies, you hang the gadget on the wall and your skis fit into it. If your wife's skis are in *your* way, order two. But explain the circumstances to Ivor; make sure he knows that a happy marriage is about to go on the rocks unless that Wal-Rak arrives in the next mail.

It might be nice, of course, to have a nifty pair of new skis to put in the Wal-Rak, and to this end we suggest you look into the Head Ski Company's plastic-bottomed, permanently steel-edged skis of bonded construction, about which you can get further information by writing the company at 1207 Morton Street, Baltimore, Maryland. Or you might look into the new Dynamic Ski handled by Le Trappeur of 131 Newbury Street, Boston, Massachusetts. Dynamic Skis have been worn by champion skier James Couttet, and they are laminated of twenty-one pieces; they have a cellulix sole which is not supposed to require wax, and they are protected along the

(Continued on page 32)



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Cocktail Bar. Rates payable in Canadian Funds — \$8.50 to \$11.00 Daily per Person. (Meals included). The latter rate includes complete private bathroom. Also private Chalets with showers and "Dial-your-heat" electric heating. Drive or take Express Bus from Montreal right to our door. Bus connects with trains arriving in Montreal in the Morning.

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Equipment

(Continued from page 31)

edges by plastic. Furthermore, they are guaranteed 100% against defects.

Perhaps you are one of those persons who has everything, but whose pants have a disconcerting habit of sliding down around your knees every time you execute a ruade. The remedy for this is to buy a belt, of course, and where can you find a genuine skier's belt? It's not easy, but it so happens that the Justin Belt Company of 207 West 11th Street, Fort Worth 2, Texas, has a ski belt of top grain steerhide complete with a solid bronze or silver-finished buckle on which the figure of a skier in downhill action has been die-engraved. Don't let your friends embarrass you by pointing out that you have forgotten your Duofold bright red longjohns! Buy a belt and keep your White Stag pants up where they belong!

And now we'll all bow our heads while the orchestra plays a few bars of *Hearts and Flowers*, for we have come to the end of yet another Equipment column. A tear trickles out of the corner of our eye as we bid you all good bye.



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Snow Slippers

(Continued from page 13)

of dispersing his pack between Rudi and Ludwig next day, and hoisting Whiz on his shoulders for the remainder of the climb. We were just conscious enough on reaching the Hütte to be surprised at its size; a three story concrete edifice built on the uninspired lines of a CCC camp. It was filled with fearsomely energetic-looking young men, who were going through some routine Alpine guide courses.

We flopped down at one of the many tables flanked by benches, and were plied with hot tea laced with schnapps; someone was gently strumming a guitar, which seemed to be a fixture in each Hütte. The refreshing drink, pleasing music, and the animal warmth of the room gradually restored life to our jellied joints, and we finally downed an excellent meal of soup, roast veal, cheese and fruit.

Most of the Hüttes are well staffed with peasant folk, who supply good and varied food with a cheerful minimum of service. We had the choice of single, double or bunk rooms, no sheets but plenty of army blankets and adequate indoor plumbing. After congratulating ourselves on our staying powers, we creaked slowly but happily off to bed, little realizing that the next day would prove the hardest. This was because the Jamtal Gletscher is the stiffest ascent of the tour and because the relentless Spring sun would sap our strength. Doing a new tour is like facing life. It is often better not to know what is ahead or one would not have the fortitude to press on.

We started up the sheer and awesome Jamtal Gletscher to the Tiroler Pass, three and a half hours of steady plodding. A short rest at the top was notable for its reviving swig of schnapps, preceding surreptitious mouthfuls of snow. I say surreptitious because our guides warned us of the catastrophic effects. Then came the reward that makes climbers climb—the scene about us—the faraway peaks—the mesmeric vastness—the palpable stillness—the white glistening wonder of it. Over the Pass, off with the skins and twenty minutes swinging through powder snow, down the Tiroler Glacier to the Wiesbadener Hütte, our second resting place. We ate a delicious hot lunch, and spent the late afternoon admiring the fabulous Alps in constantly changing light, as the setting sun, clouds and mountains played hide and seek. With deft strokes our guides waxed the skis for the morrow's tour; then, toward evening, fog rolled up the valley. Was this forewarning of a blizzard?

Next morning at four, I was awakened in the murky dawn by soft thuds on the window and looked out to see a myriad of swallows prematurely winging from Italy, desperately searching shelter from the blanketing snowstorm. Dozens of the poor wee black and white things were

(Continued on page 34)

Skiing Conditions: Perfect with Duofold



Nelson Bennett, head of The Ski Patrol at Sun Valley, Idaho. And, head of your list to perfect your skiing form...to heighten skiing pleasure, plan on...

the right parka
the right ski pants

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Montpelier 20, Vermont

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. . . and next time, don't you forget to waterproof your ski boots with VISCOL SKI BOOT DRESSING. You can't enjoy the slopes and trails with wet feet . . . and you won't enjoy the day after, either!

Veteran skiers know that Viscol Ski Boot Dressing waterproofs your ski boots thoroughly. Viscol requires no drying time; you can wear your boots immediately after treating with Viscol. Add the fact that Viscol increases leather wear, and you have the best in ski boot dressing . . . Viscol Ski Boot Dressing.

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Viscol Ski Boot Dressing now comes in 2½-oz. tubes for your added convenience . . . at better Ski Shops and Sporting Goods Dealers everywhere . . . or direct from us, if your shop doesn't handle it . . . 50¢ per tube, PPD.

The **Viscol**
COMPANY
BRIDGEPORT, CONNECTICUT

Snow Slippers

(Continued from page 33)

fluttering precariously on a slim wash line stretched across our window, and others sought refuge by clinging to the rough cement beneath the eaves.

Someone peered in the half-open door, and thinking it was Pepi bringing hot water, I beckoned him to come in. The head disappeared abruptly. On later inquiry, I discovered that Pepi had not been prowling. I suppose I shall never know who found my early morning summons distasteful or indiscreet. Naturally, I prefer to think the latter.

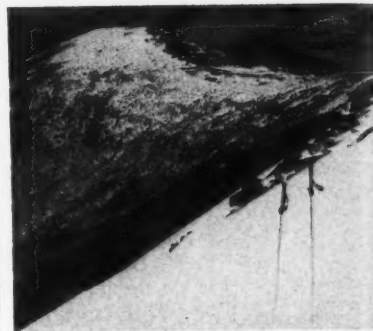
For two days we hibernated. The snow came down in a constant film of whiteness. We felt no sense of aloneness or danger, possibly because there was no wind. The Hütte is snuggled in a nest of cliffs, below the reach of storm currents.

Two picturesque travellers drifted in the day we arrived. They were exactly what one would expect to find amongst the fauna of the Alps; craggy-looking German professors. They carried immense rucksacks, ropes, Wagnerian-proportioned ice-picks and compasses. They had an inexhaustible supply of hard-boiled eggs and conversation. Each morning they strode off, out into the blinding snow, leaving in their wake egg-shells on the table and wonder in our hearts. Back at dusk they came, to continue the egg diet and pore feverishly over their tattered maps and weather-beaten compasses. They were to us what we are to you—eccentrics!

As for us, we ate too well, soon ran out of books, and played canasta in all its phases, midst much laughter and little sense. Whatever lack of skill or strength our ski guides noted in Whiz on the trail was speedily counteracted by their surprise, then almost horror, at her adroitness at cards. She would "go out" with 6,000 points in one hand as easily as I could make a sitzmark. Pepi, in exasperation, dubbed her a witch, which though inaccurate, saved our combined plombl.

Irwin Zangerle, the Hütte operator, a rosy-cheeked Tiroler, captured our hearts with his eager-beaver efforts at canasta and lengthy accounts of madcap ski antics. He was a leprechaun if ever I saw one. The Wiesbadener was smaller than the Jamtal Hütte, with good and plentiful fare, comfortable beds, warmth, lots of blankets, less efficient but more or less cozy plumbing. At dusk each table was supplied with an oil lamp which was adequate till someone had to powder his nose. This meant rising, nonchalantly grasping the light and with head held high stalking toward the outer darkness. Canasta was suspended and conversation faltered until the lamp bearer returned, elaborately unembarrassed and presumably more comfortable.

After these two lethargic days, we arose again at four, hoping to start at six. We got off half an hour late, which proved a



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CROSS COUNTRY—DOWNHILL & SLALOM WAXES

SKI MAGAZINE, JANUARY 1953

blessing because the skies were clearing only minutes ahead of us. The route was steep but exhilarating, up the magic Vermunt Glacier. On every side the fascination of the mountains was hypnotic. Peak upon peak in varying hues unfolded as the clouds lifted. Soon we were climbing in the crisp sunshine. In front, to awe and inspire us, was the gleaming blue and forbidding glacier. We crossed, one by one, beneath its shining grimness, so as not to awaken its slumbering descent of a few hundred feet per century. After a surprisingly rapid climb of only two-and-three-quarter hours, too beautiful to be tiring, we were just below the greatest scenic drama of my life, the glorious Fourcla del Confin, dividing Austria from Switzerland. Storms had made a razor-sharp cornice between two peaks. When we looked over this cornice, the clouds were blue-black ahead and below. We had visions of using the rope Rudi had prudently brought for the descent, but miraculously after we had taken time out for oranges and schnapps, the clouds rolled away. We stepped gingerly over this dramatic divide, and before us stretched a never-never-land of gleaming whiteness that defies my pen. Rolling meadows of glistening snow linked one cluster of crags to another. Suddenly all the chaotic, urgent, gasping life of the turmoil far away and below seemed to fade, and with it the confused minutiae of my mind. I sensed only what was about me: overpowering grandeur, sublimity, warm comradeship, laughter at simple things, tingling health, a deep stirring of emotions; a sense of religion in its essence—that this was how it was in the beginning and will be in the end; the slow evolution of nature and infinitesimal changing of Man in Time. This exalted mood passed as soon as we started off once more and I became purely physical again!

We sideslipped and skied across the top of the enormous flat Garda Gletscher to the Silvretta Pass and glacier. Then following Ludwig like a good little marionette, I had the schuss of my life on a texture that only ski dreams are made of. It was noiseless; not corn, but like whipped cream mixed with confection sugar on a consistently hard base. Everyone's turns were perfect, long and linked, on and on and on until we had to stop to look about and save our hearts, bursting from exultation. Then on again, following the leaders magically, shrinking the distance too fast, sliding, curving, dipping, wheeling, turning, sailing, swinging. The guides all said that in their experience such beauty and snow conditions had never been surpassed. In a terribly brief hour we had swung down to the Silvretta Ecke where we removed skis to walk and slither over an old avalanche to the Sardasca Alp Hütte.

After refreshment and waxing, on went the skis again and we langlaufed through an enchanted valley nearly to Klosters,
(Continued on page 37)

when you buy boots **CHECK SANDLER**

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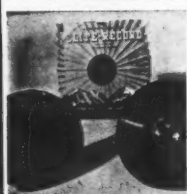
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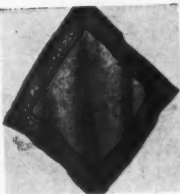
No. 204 — Pure silk-twill Ski Club Emblem scarf is a collector's item and a conversation piece. Authentic Club emblems from Norway, France, Italy, Switzerland, and other countries as well as Sun Valley and Aspen, plus Old Man "Ullr" to protect you. Hand rolled and silk screened in Switzerland exclusively for Picard. Imagines seven bright colors on one scarf, on white, aqua, yellow, black, navy, and red background. 30" square. For men and women.\$8.50

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Ski Money

by JAMES R. HARRINGTON

MANY skiers have encountered some of the various issues of foreign stamps honoring our sport. Some of the older devotees of the boards may even remember the only United States stamp depicting skiing—the 1932 Olympic "two center" showing a jumper taking off complete with poles! I knew there were lots of stamps devoted to skiing but I was recently surprised to discover the joys of the sport depicted on a piece of money.

Looking through some German emergency script issued during the post World War I inflation, I came upon a note that combined necessity with business. Because of the chaotic economic condition of Germany in 1921, Altenau on the edge of the Harz Mountains, like most German towns, found it necessary to issue special currency called *notgeld*. In issuing the bills, the Altenauers decided to work in a little propaganda aimed at the ski enthusiast.

The note I found was a 75 pfennig issue with the face bearing the arms of Altenau and two scenes. The scene labeled in German "Altenauer gossip-women" shows three peasant girls but resembles a group of those female "skiers" who shun the slopes but are very devoted to warming hut gabfests. The other scene, inscribed with "Ski Heil" and the *Deutsch* equivalent of "Track!", shows a poleless skier about to make a sitzmark. His ski costume is topped by a rather unique headgear that is either a turban, an Ullr hat, or bandages resulting from previous skiing without poles.

Other inscriptions on the face of the note may be translated:

"Coupon for 75 cents;

The mountain town Altenau"

"This coupon is void on 1 November 1921.

Altenau at Harz 1 May 1921
The Town Council"

The reverse of the bill is inscribed "Scene from the mountain town Altenau" and shows a skier with one pole (à la Zdarsky) schussing straight for a frozen stream while a chamois stands by, no doubt waiting to gambol off and

SKI MAGAZINE, JANUARY 1953



summon the ski patrol and their rubber boat. The scene is edged with:

"Winter joy, man and frau
Off to skiing at Altenau"

I found this piece of money very interesting; but in *this* inflation, thirty winters later, it unfortunately won't buy me any tow tickets.

Snow Slippers

(Continued from page 35)

where the snow vanished and we finally coasted onto a field of pale lavender crocuses, just opening their pretty faces to the coaxing sun. A rushing stream tumbled past us, flanked with wild flowers; buttercups, gentian, prunella, daisies, forget-me-nots. Here we washed our skis and shouldered them to trudge into Klosters. Occasionally we slaked our thirst from springs or horse troughs, much to the consternation of Pepi, who warned that Fates, including agonizing Death, were to be our lot for drinking icy water when we were so hot. The last half hour my feet swelled uncomfortably because I forgot to loosen my ski boots, which are not designed for hiking, but before the blister stage we made the haven of the Chesa Grischna, and the welcome of Hans Guler, Klosters' famous host.

If I never ski again, heaven forbid, I shall have no regrets. Our tour was for me a rare emotional experience and a dream come true.

The moral of this story is that since we first started skiing we have successfully fought off all attempts to convert us to climbing, and now we find that we have been denying ourselves one of the most exhilarating phases of our favourite sport.

May I suggest that you save your money and your strength, and find out for yourself!

Write for Folder

ALTA PERUVIAN LODGE

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ASPEN DIRECTORY

SKI IN THE SUN
ON POWDER SNOW



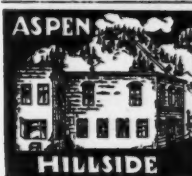
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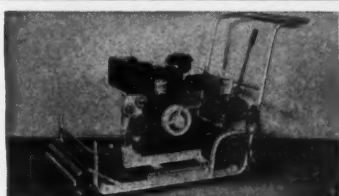


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SLOPES



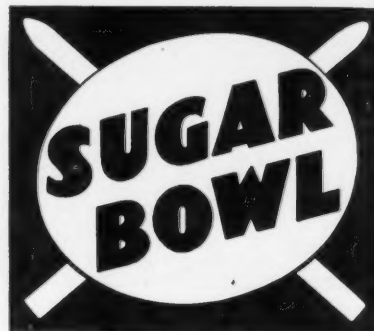
and SLANTS

A full-dress rehearsal for the Olympic ski events will be held this month in Austria, where most of the downhill and slalom teams of Europe, Canada, the United States, Chile, Argentina and a newcomer to Olympic ski competition, Australia, are in training. Jumping and cross-country events will be held at Kitzbuehel between the 17th and 20th of the month with the downhill and slaloms set for Badgastein on the 18th, 19th and 20th. This International Sport Week might well indicate the Olympic results in Oslo in February.

John Jay, who has been turning away crowds throughout the West for his current film, leaves January 26 for Europe. His tour is completely sold out and KLM has asked our publisher, **Bill Eldred**, to take another group of skiers to the snowfields of Arosa, Switzerland and St. Anton, Austria, leaving from New York February 22 and returning March 10. It sounds like a real fun trip and if interested in going, contact **Pat Ray** at the Clara Laughlin Travel Office, 38 East 57th Street, New York City.

Skimeister **Benno Rybizka** has returned from St. Anton and is now directing the ski school at the Lake Placid Club. . . . The village of Grand Marais, on the North Shore of Lake Superior, will be host to the Central Association downhill and slalom championships Feb. 16-17. The town with only 1078 inhabitants, has raised thousands of dollars, and using volunteer labor has built an excellent area on its 1700 foot hill. The championships will mark the first time Minnesota has been host to the alpine events. . . . Every inn at Franconia, N. H. has agreed to donate the price of room and bed to the Olympic Ski Team Fund for the week-end of January 12-13 and several special races and events, including a barbecue on the summit of Cannon Mountain, are planned. . . . Nearly \$1700 worth of used ski equipment were sold in two hours in the annual Ford K. Sayre Memorial Ski Council exchange sale in Hanover, N. H. last month . . .

The new trail at Mont Tremblant has been named *La Pente Douce* by **Father Deslauriers**, the Curé of Mont Tremblant. In case your French has slipped, the translation is "The Gentle Slope." The Rutland, Vermont, Recreation Department has set up an elaborate junior program for the winter, with instruction provided by former Middlebury coach **Joe Jones**, his wife **Anne**, and Mrs. **Stephia Chaffee**. **Abe Porter** will direct the kid's carnival at the end of the season . . .



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SKI manufacturer desires Eastern representative. Write Box B, Ski Magazine, Hanover, N.H.

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See WHERE-TO-STAY DIRECTORY
appearing elsewhere in this issue

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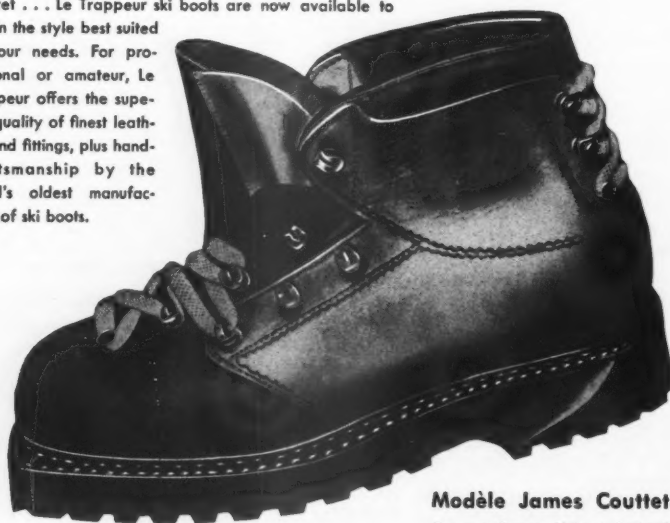
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Michigan's Chair Lift at Boyne Mountain



SKIERS who live in the Midwest would be hard put to find real ski atmosphere, at least as it is thought of in more mountainous country to the east and west, if it were not for Ev Kircher and his Boyne Mountain chair lift and lodge. For here at Boyne Falls, Michigan, on one of the highest hills in the entire middle western part of the United States, is a good open slope served by the 1800-foot double chair lift we have already mentioned, a ski school and ski shop, some rope tows, good accommodations, an ice skating rink, and to top it all off, a cocktail lounge where there is after-ski dancing.

This far north in Michigan there is usually good snow all winter, for the storms sweep in across the upper Great Lakes and deposit large amounts of the blessed stuff. And temperatures are usually low enough to keep the snow in its original powder form, though in the spring there is excellent corn snow which, coupled with blue skies and bright sunshine, allows a Detroit or Chicago skier to get a regular mahogany suntan while he enjoys the best of all kinds of skiing.

This year, Boyne Mountain has a Ski Week plan that costs \$49.00 and includes lodging, meals, chair lift tickets, daily ski instruction, and gay evening fun in the luxurious club house and cocktail lounge. Each Ski Week begins on a Sunday afternoon and runs through Friday afternoon. The first begins on January 7 and each Sunday thereafter another begins right through March 28. Those interested in such a week of skiing should write the Boyne Mountain Lodge at the address given above.

SKI MAGAZINE, JANUARY 1953



SPALDING-MADE
TOP-FLITE SKI POLES

- These new Ski Poles are real aids to skiing confidence and enjoyment. The finest examples of Spalding craftsmanship, they combine every feature of strength and easy handling. Shafts are of genuine step-tapered True-Temper steel, chrome finish. Formed rubber grips and leather hand straps. Patented rubber covered steel points. Saber-tooth steel points.

Perfectly balanced Top-Flite Poles are available in matching grips and rings—black, blue and red. And in lengths from 40 inches to 50 inches.

They are the ideal running mates of the new Spalding Top-Flite and Continental Skis. See the popular Spalding Ski Equipment at your favorite ski or sports shop.

SPALDING
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- Exclusive V-strap ● Hi-Lo hitch
- Hinge pattern with closed back
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- Heavy shank and semi-flexible forepart



The Franconia



The Cross Country Boot

Shown here are The Franconia, popular Downhill Boot, and the Bass Cross Country Boot. These, like all Bass Boots, are especially designed and expertly constructed for specifically different skiing needs.

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